

On-Time Performance

May 2019



Prepared by the Division of Strategic Capital Planning

On-Time Performance May 2019

This report presents an analysis of May 2019 train delays as reported for Metra's eleven rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

On-Time Performance Tables

Table 1 shows the total number of scheduled and delayed trains for each line by service period for the current month and year-to-date.

Table 2 lists on-time percentages by line for each month and year since 2014.

Table 3 lists each weekday train that was less than 85% on-time for the current month, in order of line, train, and dates delayed. The codes in the *Delay Code* column of Table 3 are defined and shown sorted by cause category and carrier designation in Table 4.

Table 5 shows the number of delays by cause and line for the current month, including a 5-year average. The table highlights the top two delay causes for each line.

Table 6 shows the number of delays by cause and line for year-to-date, including a 5-year average. The table highlights the top two delay causes for each line.

Table 7 shows the number of delays by cause and month for the current year and prior year. The table highlights the top two delay causes for each month.

For Tables 5 through 7, delays by cause are separated into *Metra/PSA* and *Foreign* designations, where applicable. *Metra/PSA* refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation. *Foreign* refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. *Foreign* also includes delays attributable to BNSF and Union Pacific freight operations. See Table 4 for a detailed breakdown of delay codes by cause category and carrier designation.

Table 8 shows the number of delays by duration and service period for each line.

Reporting Calculations for Temporary Schedules & Special Events

Planned construction projects or special events can adversely affect on-time performance. Metra occasionally publishes full temporary schedules, which supersede the standard published schedules, to inform riders of possible delays or modifications to regular service. Metra also may publish informational notices to accompany temporary schedules. On-time performance is calculated using the temporary schedules and any accompanying notices.

**Table 1.a: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
May 2019**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	1,188	43	96.4%	905	50	94.5%	2,093	93	95.6%	112	20	82.1%	90	4	95.6%	2,295	117	94.9%
Elec -ML	921	23	97.5%	927	9	99.0%	1,848	32	98.3%	160	5	96.9%	100	0	100.0%	2,108	37	98.2%
-BI	286	6	97.9%	308	2	99.4%	594	8	98.7%	32	0	100.0%	--	--	--	626	8	98.7%
-SC	<u>286</u>	<u>3</u>	99.0%	<u>682</u>	<u>5</u>	99.3%	<u>968</u>	<u>8</u>	99.2%	<u>128</u>	<u>0</u>	100.0%	<u>100</u>	<u>1</u>	99.0%	<u>1,196</u>	<u>9</u>	99.2%
Subtotal	1,493	32	97.9%	1,917	16	99.2%	3,410	48	98.6%	320	5	98.4%	200	1	99.5%	3,930	54	98.6%
Heritage	132	19	85.6%	22	4	81.8%	154	23	85.1%	--	--	--	--	--	--	154	23	85.1%
Milw -N	571	40	93.0%	815	33	96.0%	1,386	73	94.7%	80	12	85.0%	90	4	95.6%	1,556	89	94.3%
-W	<u>593</u>	<u>35</u>	94.1%	<u>683</u>	<u>25</u>	96.3%	<u>1,276</u>	<u>60</u>	95.3%	<u>96</u>	<u>6</u>	93.8%	<u>90</u>	<u>0</u>	100.0%	<u>1,462</u>	<u>66</u>	95.5%
Subtotal	1,164	75	93.6%	1,498	58	96.1%	2,662	133	95.0%	176	18	89.8%	180	4	97.8%	3,018	155	94.9%
NCS	198	7	96.5%	242	15	93.8%	440	22	95.0%	--	--	--	--	--	--	440	22	95.0%
RI	792	84	89.4%	704	90	87.2%	1,496	174	88.4%	128	9	93.0%	140	12	91.4%	1,764	195	88.9%
SWS	242	6	97.5%	418	24	94.3%	660	30	95.5%	24	2	91.7%	--	--	--	684	32	95.3%
UP -N	658	14	97.9%	882	23	97.4%	1,540	37	97.6%	104	1	99.0%	90	3	96.7%	1,734	41	97.6%
-NW	722	28	96.1%	706	18	97.5%	1,428	46	96.8%	96	11	88.5%	75	11	85.3%	1,599	68	95.7%
-W	<u>593</u>	<u>41</u>	93.1%	<u>705</u>	<u>53</u>	92.5%	<u>1,298</u>	<u>94</u>	92.8%	<u>80</u>	<u>7</u>	91.3%	<u>90</u>	<u>3</u>	96.7%	<u>1,468</u>	<u>104</u>	92.9%
Subtotal	1,973	83	95.8%	2,293	94	95.9%	4,266	177	95.9%	280	19	93.2%	255	17	93.3%	4,801	213	95.6%
System	7,182	349	95.1%	7,999	351	95.6%	15,181	700	95.4%	1,040	73	93.0%	865	38	95.6%	17,086	811	95.3%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.

Delays data for most recent month is final (07/01/19) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - May 2019**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	5,716	401	93.0%	4,355	235	94.6%	10,071	636	93.7%	596	31	94.8%	414	5	98.8%	11,081	672	93.9%
Elec -ML	4,354	153	96.5%	4,371	141	96.8%	8,725	294	96.6%	800	23	97.1%	460	4	99.1%	9,985	321	96.8%
-BI	1,355	49	96.4%	1,463	42	97.1%	2,818	91	96.8%	200	1	99.5%	40	0	100.0%	3,058	92	97.0%
-SC	<u>1,358</u>	<u>32</u>	97.6%	<u>3,250</u>	<u>76</u>	97.7%	<u>4,608</u>	<u>108</u>	97.7%	<u>640</u>	<u>4</u>	99.4%	<u>460</u>	<u>6</u>	98.7%	<u>5,708</u>	<u>118</u>	97.9%
Subtotal	7,067	234	96.7%	9,084	259	97.1%	16,151	493	96.9%	1,640	28	98.3%	960	10	99.0%	18,751	531	97.2%
Heritage	642	95	85.2%	107	19	82.2%	749	114	84.8%	--	--	--	--	--	--	749	114	84.8%
Milw -N	2,715	237	91.3%	3,834	312	91.9%	6,549	549	91.6%	429	51	88.1%	414	30	92.8%	7,392	630	91.5%
-W	<u>2,861</u>	<u>194</u>	93.2%	<u>3,299</u>	<u>168</u>	94.9%	<u>6,160</u>	<u>362</u>	94.1%	<u>511</u>	<u>25</u>	95.1%	<u>414</u>	<u>8</u>	98.1%	<u>7,085</u>	<u>395</u>	94.4%
Subtotal	5,576	431	92.3%	7,133	480	93.3%	12,709	911	92.8%	940	76	91.9%	828	38	95.4%	14,477	1,025	92.9%
NCS	959	56	94.2%	1,169	94	92.0%	2,128	150	93.0%	--	--	--	--	--	--	2,128	150	93.0%
RI	3,822	370	90.3%	3,401	284	91.6%	7,223	654	90.9%	698	38	94.6%	664	22	96.7%	8,585	714	91.7%
SWS	1,171	73	93.8%	2,029	153	92.5%	3,200	226	92.9%	126	6	95.2%	--	--	--	3,326	232	93.0%
UP -N	3,192	234	92.7%	4,262	169	96.0%	7,454	403	94.6%	548	46	91.6%	414	15	96.4%	8,416	464	94.5%
-NW	3,521	315	91.1%	3,414	173	94.9%	6,935	488	93.0%	513	35	93.2%	345	32	90.7%	7,793	555	92.9%
-W	<u>2,880</u>	<u>351</u>	87.8%	<u>3,417</u>	<u>362</u>	89.4%	<u>6,297</u>	<u>713</u>	88.7%	<u>426</u>	<u>29</u>	93.2%	<u>414</u>	<u>27</u>	93.5%	<u>7,137</u>	<u>769</u>	89.2%
Subtotal	9,593	900	90.6%	11,093	704	93.7%	20,686	1,604	92.2%	1,487	110	92.6%	1,173	74	93.7%	23,346	1,788	92.3%
System	34,546	2,560	92.6%	38,371	2,228	94.2%	72,917	4,788	93.4%	5,487	289	94.7%	4,039	149	96.3%	82,443	5,226	93.7%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.

Delays data for most recent month is final (07/01/19) version from TOPS.

Table 2: On-Time Performance by Line

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-May	Annual
BNSF	2014	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2	95.2	94.1	86.6%	89.7%
	2015	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	94.4%	94.4%
	2016	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3	95.2	95.4	93.1	94.8%	94.0%
	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	95.9%	94.5%
	2018	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	91.7%	92.2%
	2019	92.7	88.8	97.8	95.1	94.9								93.9%	
	2014-2018 average	89.6	91.2	95.4	95.4	91.7	90.8	93.7	93.0	93.2	93.4	93.7	94.4	92.7%	93.0%
Electric	2014	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	96.8%	97.5%
	2015	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8	97.8	99.0	97.4%	97.6%
	2016	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5	97.1	98.6	97.7	97.7	98.6%	98.1%
	2017	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	98.1%	98.1%
	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	98.4%	98.1%
	2019	96.4	90.7	99.6	99.7	98.6								97.2%	
	2014-2018 average	96.2	97.1	98.5	98.8	98.7	97.2	97.6	98.4	98.1	98.3	97.9	98.0	97.9%	97.9%
Heritage	2014	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5	98.5	85.8%	91.4%
	2015	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	90.6%	90.2%
	2016	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	94.8%	94.2%
	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	95.1%	93.2%
	2018	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	87.2%	89.4%
	2019	81.8	82.1	87.1	87.7	85.1								84.8%	
	2014-2018 average	88.4	89.0	94.1	94.3	88.0	90.9	91.8	93.2	93.2	94.4	90.4	92.5	90.8%	91.7%
Milw - N	2014	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4	93.5	87.5%	91.7%
	2015	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9	97.0	96.8	92.8%	94.9%
	2016	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	94.9%	94.6%
	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	95.9%	93.8%
	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	92.1%	92.7%
	2019	88.4	85.2	94.2	94.3	94.3								91.5%	
	2014-2018 average	89.4	89.8	94.1	95.5	94.3	93.2	94.3	94.2	93.6	95.5	94.5	94.2	92.6%	93.6%
Milw - W	2014	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6	91.7%	93.5%
	2015	93.6	93.0	94.8	97.7	97.2	95.4	96.6	96.8	97.8	99.0	98.2	96.5	95.3%	96.4%
	2016	94.0	95.3	94.4	96.0	94.9	93.6	92.1	95.2	97.4	97.0	95.6	93.3	94.9%	94.9%
	2017	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	96.1%	95.5%
	2018	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7	93.2	96.6	95.2%	95.7%
	2019	92.3	91.9	96.4	95.7	95.5								94.4%	
	2014-2018 average	92.8	92.7	94.4	96.9	96.3	94.7	95.3	95.7	96.8	96.8	96.3	93.9	94.6%	95.2%
NCS	2014	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5	95.2	90.9	97.8	91.9	86.2%	89.9%
	2015	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	92.0%	93.8%
	2016	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1	95.5	95.2	92.6	93.4%	94.5%
	2017	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	94.0%	94.0%
	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	92.3%	92.9%
	2019	87.6	91.8	95.0	95.2	95.0								93.0%	
	2014-2018 average	89.6	87.5	92.7	95.0	92.8	93.8	95.7	93.9	94.6	94.2	94.4	91.9	91.6%	93.0%

Table 2 (continued): On-Time Performance by Line

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-May	Annual
RI	2014	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2	96.6	97.3	97.9	98.6	90.1%	93.8%
	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1	97.4	97.7%	97.1%
	2016	92.6	96.2	95.8	96.5	97.9	96.2	93.5	96.3	96.0	98.2	97.9	95.3	95.8%	96.1%
	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	96.6%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	94.0%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9								91.7%	
	2014-2018 average	92.0	92.6	96.4	97.1	96.1	95.5	94.9	96.1	96.0	97.2	96.0	95.9	94.9%	95.5%
SWS	2014	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2	92.0	90.2	96.2	91.3%	92.6%
	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8	96.0	94.4	94.5%	94.5%
	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	95.7%	95.2%
	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	95.3%	94.9%
	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6	93.1	95.2	92.9%	92.7%
	2019	90.4	91.0	93.8	94.4	95.3								93.0%	
	2014-2018 average	92.6	92.8	95.1	95.8	93.3	92.7	93.8	93.8	94.9	94.7	93.2	95.2	93.9%	94.0%
UP - N	2014	91.2	92.1	97.4	97.8	97.4	97.2	97.6	98.1	97.6	97.4	97.8	98.3	95.2%	96.7%
	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6	98.4	97.5%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	97.8%	97.8%
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.5%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	96.8%	96.6%
	2019	90.7	89.1	96.9	97.6	97.6								94.5%	
	2014-2018 average	96.0	95.9	97.7	97.5	97.7	97.6	97.0	96.9	97.7	97.7	96.9	97.2	97.0%	97.1%
UP - NW	2014	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3	95.0	97.1	96.2	93.7%	95.2%
	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7	97.5	95.8%	96.2%
	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8	96.9	96.5	93.2	93.4	97.4%	96.3%
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	96.6%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	95.2%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7								92.9%	
	2014-2018 average	94.3	93.8	97.1	97.0	96.3	94.7	94.3	96.2	96.0	96.3	95.0	95.4	95.7%	95.5%
UP - W	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6	95.9	96.2	92.9%	94.4%
	2015	93.9	91.1	96.1	96.3	97.5	93.9	93.9	95.9	96.0	96.1	97.3	96.8	95.0%	95.4%
	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	95.1%	95.1%
	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	94.9%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	91.5%	91.5%
	2019	90.4	77.0	90.7	94.0	92.9								89.2%	
	2014-2018 average	92.9	92.2	95.7	95.1	93.3	93.9	94.6	94.0	95.3	94.3	94.6	93.1	93.9%	94.1%
System excluding South Shore	2014	85.6	89.3	94.9	96.8	94.5	93.1	95.6	95.7	96.8	95.9	96.9	96.5	92.2%	94.3%
	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0	96.8	97.5	95.8%	96.2%
	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7	97.4	96.2	95.2	96.4%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.6%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	94.7%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3								93.7%	
2014-2018 average	93.2	93.5	96.4	96.9	95.7	94.9	95.5	95.8	96.0	96.3	95.7	95.6	95.2%	95.5%	

Delays data for most recent month is final (07/01/19) version from TOPS.

'2014-2018 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

**Table 3: Weekday Trains less than 85% On-Time
May 2019**

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
BNSF	1237 82% OT	Mon, May 13	26	H1	DELAY DUE TO MECHANICAL FAILURE ON 1235.
		Thu, May 23	9	C1	DELAY DUE TO UNSCHEDULED TRACK WORK AT UNION AVE B WHICH CAUSED AMTRAK TO HAVE TO WYE THEIR ENGINE. THE AMTRAK MOVE DELAYED THE 1237.
		Fri, May 24	22	UF	LIFT WOULD NOT GO BACK IN AFTER OPERATING AT CICERO TO DROP OFF PASSENGER.
		Fri, May 31	8	F	DOOR ISSUES ON CAR 819 CUS.
HC	915 82% OT	Wed, May 01	14	GF	- 9M BRIDGEPORT RED SIGNAL,5M CROSSTRAFFIC AT BRIGHTON,
		Wed, May 15	26	D	(FREIGHT TRAIN INTERFERENCE) - CROSS TRAFFIC FREIGHT TRAIN FREIGHT TRAIN STOPPED TO COPY A 529A.
		Thu, May 16	40	CC1	(SCHEDULED TRACK WORK TRN AHD) - 23M ROMEOVILLE, MEET AMTRAK #22 ACCT. SINGLE TRACKING AROUND TRACKWORK.
		Wed, May 29	9	DE1	(FREIGHT TRN INTERFERENCE-MECH) - 14M LAMBERT UP IDUNP-28 UP5661 NORTH W/113CARS 9593 WITH AIR PROBLEMS TRYING TO CLEAR CROSS OVERTS AT LAMBE
HC	916 82% OT	Wed, May 01	38	GF	(SIG/SWT MALFUNCTION FOREIGN LI) - WAITING FOR CROSS TRAFFIC AND NEEDING TO BE TALKED PASSED THE SIGNAL AND HAND LINE ROUTE DUE TO TRACK CIR
		Thu, May 02	0	M1	(OBSTRUCTION ON TRACKS) - AMTRAK 301 REPORTED A BODY ON THE TRACKS AT MP3.5-BRIDGEPORT, 916 WAS HELD AT MP3.6, 916 WAS RETURNED TO JOLIET \,
		Mon, May 20	17	E	(LOCOMOTIVE MALFUNCTION) - GROUND FAULT ISSUES WITH LOCOMOTIVE #107, #3TRACTION MOTOR HAD TO BE CUT OUT
		Fri, May 24	6	D	(FREIGHT TRAIN INTERFERENCE) - X-TRAFFIC AT CORWITH
HC	917 77% OT	Fri, May 10	7	CC	(SCHEDULED TRACK WORK) - SLOW ORDERS AT MP31 AND MP32
		Wed, May 15	8	GF	(SIG/SWT MALFUNCTION FOREIGN LI) - ALL RED AT LEMOYNE
		Thu, May 16	7	CC	(SCHEDULED TRACK WORK) - 10M DELAYS ACCT. SLOW ORDERS TRACKWORK AND AWD M S MP29 TO MP35.
		Fri, May 17	31	DD	(FRT.DISP-OPER/NON-FRT.TRAIN ER) - 40M XO36 RED SIGNAL. APPARENT MIS-COMMUNICATION BETWEEN CN AND UP DISP RE: UP YG4G2 UP4832NORTH W/130CARS
		Fri, May 31	6	CC	(SCHEDULED TRACK WORK) - SLOW ORDERS
HC	918 82% OT	Wed, May 01	20	GF	(SIG/SWT MALFN.FOREIGN LINE TRN) - BRING TALKED PASSED SIGNAL AND HAND LINING ROUTE AT BRIDGE PORT DUE TO TRACK CIRCUIT
		Thu, May 02	0	M1	(OBSTRUCTION ON TRACKS) - FATALITY AT MP3.5, 918 WAS TURNED BACK TO JOLIET, ALL STOPS. ARRIVED BACK AT JA 940AM
		Tue, May 14	8	D	(FREIGHT TRAIN INTERFERENCE) - 14M DELAY ACT FREIGHT BLOCKING PLATFORM ACCESS. FREIGHT TRAIN STOPPED TO COPY A 529A.
		Tue, May 21	13	GM	6 GRADE CROSSING MALFUNCTION ITEM # 1 ALL THROUGH LOCKPORT.
MN	2118 82% OT	Tue, May 14	10	G1	6" SIGNAL PROBLEMS @ LAKE FOREST EAST ; 4" FOLLOWING M2116 FROM GLENVIEW TO MORTON GROVE, OPERATING ON APPROACH SIGNALS
		Mon, May 20	10	VG	10" DELAY, GRADE CROSSING MALFUNCTION ITEM #1 HART RD; FOLLOWING #2116.
		Fri, May 24	33	E1	33" FOLLOWING #2116.
		Wed, May 29	14	E1	14" BEHIND #2116 THEN CROSSED OVER TO 1MT MAYFAIR-A5.
MN	2120 77% OT	Tue, May 14	10	G1	10" FOLLOWING M2118, OPERATING ON APPROACH SIGNALS
		Wed, May 15	15	GA	GRADE CROSSING MALFUNCTION CANAL ST.AUTOMATIC ITEM 1, COMPLY WITH AMTRAK RULE"
		Mon, May 20	8	VG	8" DELAY, WAITING ON/FOLLOWING LATE #2118; CLOSE CALL LAKE FOREST.
		Fri, May 24	15	E1	15" DELAY, FOLLOWING #2114.
MN	2155 82% OT	Wed, May 23	8	D1	8" DELAY, LATE TURN FROM #2158.
		Fri, May 24	13	U	8" ADA LIFT ISSUES @ GOLF. NOT REPLACED
		Tue, May 28	20	G1	20" DELAY; LATE TURN FROM #2158 AND WAITING ON #2160 TO CLEAR RONDOUT.
		Thu, May 30	11	CC	WEED SPRAYER
MN	2156 82% OT	Wed, May 01	11	RF	7" WAITING ON MOVEMENT AUTHORITY; 3" CN CROSS TRAFFIC; 4" MEETING #2149, LIBERTYVILLE.
		Wed, May 08	19	G1	10" WAITING ON #2147.
		Tue, May 14	17	E1	12" WAITING ON A LATE M2143 TO YARD ; 8" MEETING M2149 AT LIBERTYVILLE
		Tue, May 28	12	G1	8" DELAY, SIGNAL PROBLEMS A-20.
MN	2158 82% OT	Tue, May 07	7	D	9" CN CROSS TRAFFIC.
		Thu, May 16	10	G	8" EN ROUTE A-20 TO GOLF RESTRICTED SPEED; 4" WAITING ON #2149.
		Thu, May 23	9	D1	8" DELAY, WAITING ON #2149.
		Tue, May 28	12	G1	8" DELAY, SIGNAL PROBLEMS A-20.
MN	2192 73% OT	Tue, May 14	7	G1	7" FOLLOWING M2120, OPERATING ON APPROACH & RESTRICTING SIGNALS
		Wed, May 15	11	GA1	GRADE CROSSING MALFUNCTION CANAL ST, AUTOMATIC ITEM 1 COMPLY WITH AMTRAK RULE
		Mon, May 20	7	VG	8" DELAY, WAITING/FOLLOWING LATE #2020.
		Tue, May 21	7	RF	DEPARTED LAKE FOREST LATE DUE TO DISPATCHER ERROR, WAITING ON SIGNAL INDICATION, OPERATED OUT OF ORDER, FOLLOWED #2122.
		Fri, May 24	0	E1	ANNULLED, EQUIPMENT USED TO PROTECT/ACCOMMODATE #2210'S SCHEDULE OF OF LAKE FOREST.
MW	2235 82% OT	Wed, May 01	12	D1	15" DELAY, FOLLOWING TRAINS.
		Fri, May 03	0	E1	ANNULLED DUE TO #2242'S MECHANICAL PROBLEM AT BARTLETT, USED EQUIP AND CREW FOR A THREE TRAIN COMBO #2235/2239 & #2241.
		Thu, May 23	8	L1	8" FOLLOWING TRAINS AHEAD; 2" GROUP MOVEMENT.
		Thu, May 30	8	G	CROSSOVER FAILURE

**Table 3 (continued): Weekday Trains less than 85% On-Time
May 2019**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
MW	2253 73% OT	Thu, May 02	9	U	-6" LATE TURN OF 2252 ADA
		Wed, May 15	29	VE1	29" DELAY, LATE TURN FROM #2252 AND SPEED RESTRICTIONS.
		Tue, May 21	15	DE1	15" DELAY, LATE TURN FROM #2252.
		Thu, May 23	7	I	HEAVY PASSENGER LOADING @ CUS. SLOW UNLOADING PASSENGERS.
		Fri, May 24	7	RO	-3" 10MPH AND -4" STOPPED AT TA5 BAD LINEUP
		Thu, May 30	13	G1	8" DELAY, LATE TURN FROM #2252 AND ADA LIFT.
NCS	118 77% OT	Tue, May 14	9	E1	11" LATE TURN OF EQUIPMENT FROM M107
		Wed, May 15	10	CC	SPEED RESTRICTION ANTIOCH
		Thu, May 16	10	RF	9" SPEED RESTRICTIONS; 2" TWO ADA'S.
		Wed, May 22	8	CC	4" 10MPH MP0.6-07; 4" PASSENGERS ON WRONG PLATFORM; 1" ADA.
		Tue, May 28	8	D	4" FREIGHT TRAIN INTERFERENCE; 4" LOADING AND UNLOADING AN ADA.
RI	302 77% OT	Tue, May 07	31	E1	(LOCO MALFCN, TRN AHD) - DEPARTED 36M LATE DUE TO EQUIP CHANGE FROM RI600
		Wed, May 15	0	E1	LOCOMOTIVE ISSUES WITH 400
		Fri, May 17	22	ZR	(PTC MALFUNCTION COACH) - PTC UNABLE TO RECON SWITCH, RESTRIC SPEED
		Tue, May 21	6	GX	(SIG/SWT MALFUNCTION) - /AWDMM ITEM #1 112TH ST.
		Thu, May 23	7	RD1	(PASS TRN INF, TRN AHD) - 4M SLOW PASSENGER LOADING, 3M GRESHAM FOLLOWED 606 TO LSS
RI	402 82% OT	Tue, May 07	33	E1	(LOCO MALFCN, TRN AHD) - RI400 WITH ENGINE FAILURE ENROUTE AT TINLEY 80TH, HE PICKED-UP PASSENGERS FROM RI400
		Thu, May 09	24	GW	(SIG/SWT MALFUNCTION) - PLANT FAILURE AT CP RICHARDS DUE TO LIGHTNING STRIKE
		Mon, May 13	7	G	LOST PLANT AT CP MILLER FOR 7M
		Wed, May 15	65	E1	(LOCO MALFCN, TRN AHD) - TIED ON TO RI400 WHO HAD A ENGINE FAILURE
RI	404 82% OT	Wed, May 01	8	UW	(ADA LIFT FAILURE) - LOST TIME AT MIDLOTHIAN DUE TO LIFT PROBLEMS 8574 & 7400
		Tue, May 07	20	E1	(LOCO MALFCN, TRN AHD) - 11M AT GRESHAM WITH TRAINS AHEAD
		Thu, May 09	19	GW	(SIG/SWT MALFUNCTION) - PLANT FAILURE AT CP RICHARDS DUE TO LIGHTNING STRIKE
		Wed, May 15	12	E1	(LOCO MALFCN, TRN AHD) - GOING AROUND RI400 & RI402 AT MOKENA
RI	405 73% OT	Thu, May 02	7	ZW	(PTC MALFUNCTION LOCOMOTIVE) - 5M ACCT. PTC PROBLEMS AT BLUE ISLAND.
		Mon, May 06	13	ZT	(PTC BACK OFFICE) - 7M CP46TH FOR PTC ISSUE WITH AWDMS
		Wed, May 22	24	M1	(OBSTN ON TRKS, TRN AHD) - DEPARTED LSS 15M LATE ACCT LATE TURN FROM 514
		Thu, May 23	15	ZG	PTC HELD TO RESTRICTED SPEED 91S T TO 112TH.
		Fri, May 24	7	I	(PSGR HANDLING) - HEAVY LOADING FULL CONSIST
		Tue, May 28	7	ZW	PTC PROBLEMS. WHEEL SLIP
RI	419 77% OT	Mon, May 06	12	L1	(UNAUTHORIZED PEOPLE, TRN AHD) - DEPARTED LSS 11M LATE ACCT LATE TURN FROM 422
		Thu, May 09	27	F1	(CAR CAB/TRAILER/MU MALFUNCTION) - USED ORIGINAL WASH 411 EQ FROM EARLIER WHICH WAS LATE DUE TO KICKING OUT 2 B/O CARS(METX7355 AND 7438)
		Fri, May 10	10	J	(PSGR PROBLEMS/REMOVAL) - 10M ACCT. WAITING FOR METRA PD TO REMOVE INTOXICATED PASSENGER.
		Wed, May 22	0	XM	(SUSPICIOUS PKG./PERSON/ACTIVIT) - 2 TRESPASSERS FATALLY STRUCK NEAR PILCHER PARK IN JOLIET
		Thu, May 23	18	ZT1	(PTC BACK OFFICE) - DEPARTED LSS 15M LATE ACCT LATE TURN FROM 422
RI	420 77% OT	Wed, May 01	7	D	(FREIGHT TRAIN INTERFERENCE) - WAITING FOR CSXT W314 TO GO INTO TRACK 9
		Mon, May 20	8	G	(SIG/SWT MALFUNCTION) - 10M BETWEEN BI AND GRESHAM ACCOUNT TK CIRCUIT AND RUNNING RESTRICTING SIGNALS
		Wed, May 22	21	M1	(OBSTN ON TRKS, TRN AHD) - DELAYED BY 511 TRESPASSER FATALITY AT 80TH
		Fri, May 24	11	I1	(PSGR HANDLING, TRN AHD) - LATE TURN FROM 515 MEMORIAL
		Tue, May 28	10	ZP	(PTC BACK OFFICE) - 13M LATE DUE TO PTC ISSUES. TRAIN S CAB CAR HAD PTC PROBLEMS AND NOT SUPPOSED TO RUN PTC
RI	421 82% OT	Wed, May 01	8	D	WAIT IOWA FREIGHT TRAIN TO CLEAR JOLIET.
		Thu, May 09	7	F1	(PASSENGER TRAIN INTERFERENCE) - DH4212 HAD TO WAIT ON THE 419 TO DEPART LSS BEFORE COMING IN.
		Wed, May 29	16	ZR1	(PTC BACK OFFICE) - DEPARTED LSS 20M LATE ACCT LATE TURN FROM 4212
		Fri, May 31	8	GX1	(CROSSING MAIFUNTION TRN AHD) - DEPARTED LSS 8M LATE ACCT LATE TURN FROM 4212
RI	422 73% OT	Mon, May 06	23	L	(UNAUTHORIZED PEOPLE ON TRACKS) - STOPPED 15M AT 80TH AVE DUE TO POLICE ACTIVITY AT OAK PARK AVE
		Thu, May 09	9	G	(SIG/SWT MALFUNCTION) - 8M ACCT. CTC CONTROL MACHINE AT BLUE ISLAND FROZE AND UNABLE TO LINE UP SIGNAL.
		Mon, May 20	14	G	TRACK CIRCUIT BETWEEN BI AND GRESHAM.
		Wed, May 22	28	M1	(OBSTN ON TRKS, TRN AHD) - DEPARTED JOLIET 18M ACCT LATE TURN FROM 405
		Thu, May 23	26	ZT	(PTC BACK OFFICE) - RI422 WOULDNT INITIALIZE.
		Fri, May 31	8	GX	(GATECROSSING MALFUNCTION) - 99TH AWDMM
RI	503 64% OT	Tue, May 07	10	GM	ITEM 1 GRADE CROSSING MALFUNCTION
		Wed, May 08	15	RD	5M BRIDGE A WAITING ON RI608 TO CLEAR, 5M 81ST WAITING ON RI610TO CLEAR, 5M SLOW PASSENGERS LOADING ARR JUD 924AM/15M LATE.
		Thu, May 09	10	GW1	DELAYED MAKING MEETS WITH TRAINS LATE FROM EARLIER SIGNAL ISSUE
		Tue, May 14	12	I	(PSGR HANDLING) 4 TRAINS
		Wed, May 15	0	M1	ANNULLED AT MOKENA DUE TO INCIDENT WITH 506
		Tue, May 21	13	G	(SIG/SWT MALFUNCTION) - INTERMEDIATE AND CAB SIGNALS RECYLED FROM 26.5 TO 28.02
		Thu, May 23	10	B	(HUMAN ERROR, ENG. DEPT) - FOREMAN FAILED TO CANCEL 1531 FORM B WITH DISPATCH. RI503 WAS STOPPED 6 MINS TRING TO MAKE CONTACT
		Fri, May 24	11	ZG1	WAITING ON DELAYED RI0302 TO G ET IN LSS

**Table 3 (continued): Weekday Trains less than 85% On-Time
May 2019**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
RI	507 77% OT	Wed, May 15	14	M1	(ROW ACCIDENT/MISC., TRN AHEAD) - AT MP 34.3
		Wed, May 22	6	GM	ITEM 1 AT VINCENNES
		Thu, May 23	9	D	(FREIGHT TRAIN INTERFERENCE) - SINGLE TRACKING AT ROBBINS DUE TO IA715
		Fri, May 24	6	ZG1	WAYSIDE WAS DOWN
		Thu, May 30	9	I	(PSGR HANDLING) - RUNNING WITH 9C CONSIST WHITE SOX GAME
RI	508 73% OT	Tue, May 07	14	U	ADA PASSENGER HANDLING
		Wed, May 08	25	RD1	(PASS TRN INF, TRN AHD) - DEPARTED JOLIET 12M DUE TO ARRIV OF RI503
		Tue, May 14	12	I1	(PSGR HANDLING, TRN AHD) - DEPARTED LATE DUE TO THE TURN OF TRAIN RI503
		Tue, May 21	14	G1	(SIG/SWT MALFCN, TRAIN AHEAD) - LATE TURNAROUND DUE TO LATE ARRIVAL OF RI503
		Thu, May 23	27	K	MPD STOPPED ALL TRAIN TRAFFIC JOLIET FOR RESCUE CREWS FOULING TRACKS
RI	509 82% OT	Fri, May 31	9	DE1	(FREIGHT TRAIN INTERFERENCE) - IA502 LOST AIR AND WALKED TRAIN AT CP66CT 116C, 6508FT
		Mon, May 06	7	KD1	FOLLOWING NIRC GOING LITE TO FETCH ENGINE 184 AND TAKE TO 47TH
		Thu, May 09	13	KP1	(FREIGHT TRAIN INTERFERENCE) - FOLLOWING CSXW315 W/188 CARS WITH POLICE ACTIVITY AT NEW LENOX
RI	511 68% OT	Fri, May 10	8	D	SINGLE TRACKING AROUND FREIGHT
		Thu, May 23	34	KP	(OBSTRUCTION ON TRACKS) - METRA PD REQUESTED ALL STOP IN JOLIET FOR RESCUE CREWS FOULING TRACKS
		Mon, May 06	6	ZR	ENGINEER DIDN'T ACKNOWLEDGE WORK ZONE PROPERLY
		Mon, May 13	10	I	(PSGR HANDLING) - /FULL CONSIST HAD TO USE 416 EQUIP
		Fri, May 17	8	ZR	(PTC HUMAN ERROR, TRANSPORTATIO) - ENGINEER TRAINING ON PTC SYSTEM
		Wed, May 22	0	XM	(OBSTRUCTION ON TRACKS) - STRUCK PASSENGER AT 80TH AVENUE. ENDED TRIP AT 80TH AVE
		Fri, May 24	6	I	(PSGR HANDLING) - HEAVY LOADING FOR MEMORIAL DAY
RI	514 82% OT	Thu, May 30	13	I	(PSGR HANDLING) - 13M UNKNOWN DELAY. NO TTR1 RECEIVED. TRAIN WAS RUNNING WITH FULL 9 CAR CONSIST. WHITE SOX GAME
		Fri, May 31	11	GM	(PSGR HANDLING) - GATE MALFUNCTION GOUGER ROAD NEW LENOX
		Wed, May 08	8	G	(SIG/SWT MALFUNCTION) -
		Mon, May 13	16	I1	(PSGR HANDLING, TRN AHD) -
		Wed, May 22	70	M1	(OBSTN ON TRKS, TRN AHD) - TRAIN 511 STRUCK TRESPASSER AT 80TH - FATALITY WAITING FOR PERMISSION BY ACCIDENT SCENE
RI	515 77% OT	Thu, May 23	11	KP1	(OBSTN ON TRKS, TRN AHD) - POLICE ACTIVITY
		Fri, May 17	7	IW	(PSGR HANDLING, WEATHER) - ACCOMODATING PASSENGERS ROBBINS TO OAK FOREST ON TK 2 WHILE RAINING.
		Fri, May 24	12	I	(PSGR HANDLING) - HEAVY PASSENGER UNLOADING MEMORIAL
		Tue, May 28	14	CH	(LATE EQUIP. FROM COACH YD.) - WASH LATE OUT OF YARD CONTRACTOR HIT A SWITCH.
RI	516 73% OT	Thu, May 30	11	G1	(PASSENGER TRAIN INTERFERENCE) - 12M WAITING FOR RI516 TO CLEAR CP MOKENA.
		Fri, May 31	12	I	(PSGR HANDLING) - 4M ACCT. SLOW PASSENGER LOADING/UNLOADING.
		Mon, May 13	19	CC1	(SCHEDULED TRACK WORK TRN AHD) - 8M CP MOKENA WAITING FOR RI513 TO CLEAR DUE TO SINGLE TRACKING ACCOUNT SCHEDULED WORK
		Fri, May 17	8	F1	(LOCO MALFCN, TRN AHD) - TEST TRAIN 407 HAVING LOADING ISSUES ON CAB CAR. HAD TO SHOW BETWEEN MILLER AND RICHARDS ON 1
		Wed, May 22	0	M1	TRAIN ANNULLED DUE TO ACCIDENT.
RI	528 82% OT	Thu, May 23	34	KP	(OBSTRUCTION ON TRACKS) - POLICE ACTIVITY MP 38 TH MP 34
		Thu, May 30	28	G1	(SIG/SWT MALFCN, TRAIN AHEAD) - WAITING FOR RI513 WESTBOUND
		Fri, May 31	9	CC	(PASSENGER TRAIN INTERFERENCE) - 9M ACCT. WAITING TO MEET RI513 AT CP MOKENA.
		Mon, May 06	10	L1	(UNAUTHORIZED PEOPLE, TRN AHD) - DEPARTED JOLIET 10M LATE ACCOUNT LATE FLIP FROM RI419
RI	613 68% OT	Thu, May 09	18	F1	(CAB CAR/TRL/MU MALFCN, TRN AHD) - DEPARTED 22 MIN. LATE ACCT. LATE TURN FROM RI419.
		Thu, May 23	21	ZT1	(PTC MALFUNCTION LOCOMOTIVE) - LATE TURN 419.
		Fri, May 24	15	I	(PSGR HANDLING) - HAD TO YARD 419 EQUIPMENT AND GRAB MX1 EQUIPMENT TO BECOME RI0528
		Fri, May 03	16	H	(LOCOMOTIVE MALFUNCTION) - DEPARTED LSS 10M LATE HAD TO USE 6155 EQUIPMENT ACCT ENGINE 408 ON 613 NOT LOADING
RI	615 73% OT	Wed, May 15	21	E	(LOCOMOTIVE MALFUNCTION) - DEPARTED LSS 17M LATE, ORIGINAL 613 EQUIPMENT ENGINE 407 B/O HAD KGR ISSUES, HAD TO WAIT FOR 6172 TO ARRIVE (AT CONGESTION AT GRESHAM DUE TO TRACK CIRCUIT.
		Mon, May 20	6	G1	CONGESTION AT GRESHAM DUE TO TRACK CIRCUIT.
		Thu, May 23	6	U	ADA @ BI
		Tue, May 28	8	RD	(NON-REVENUE PASS EQUIP AHEAD) - 4M GRESHAM WAITING ON DH6192 TO CLEAR DISPATCHER ERROR SHOULD HAVE RAN 613 FIRST.
		Wed, May 29	9	GX	(BROKEN XING GATE) - 3M ACCT. ITEM 1 AT 103RD. ST.
		Thu, May 30	8	U	(ACCESSIBILITY RELATED) - 3M ACCT. ADA FROM 119TH. ST. TO BLUE ISLAND.
		Thu, May 09	8	F1	LATE DEPARTURE DUE TO EQUIPMENT SWAPS IN YARD, CAUSED DAD MEET WITH OTHER TRAINS ENROUTE
RI	615 73% OT	Fri, May 10	6	I	(PSGR HANDLING) - 4M ENROUTE ACCT. SLOW PASSENGER LOADING/UNLOADING.
		Wed, May 15	7	E1	(LOCO MALFCN, TRN AHD) - 6M FOLLOWING RI613
		Fri, May 17	24	E	(PTC MALFUNCTION LOCOMOTIVE) - ENGINE 204 PENALTY APPLICATION AT 47TH, RECOVERED AND PENALIZED AGAIN (OPEN PCS) CUT OUT PTC AND CAB SIGNA
		Mon, May 20	10	G1	CONGESTION AT GRESHAM DUE TO TRACK CIRCUIT.
		Wed, May 29	9	ZT	(PTC BACK OFFICE) -

**Table 3 (continued): Weekday Trains less than 85% On-Time
May 2019**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
RI	621	Fri, May 03	15	H1	(LOCOMOTIVE MALFUNCTION) - DEPARTED LSS 16M LATE ACCT LATE TURN FROM DH6212(LOCO MALFCN, TRN AHD)	
		73% OT	Thu, May 09	8	G	(SIG/SWT MALFUNCTION) - 8M ACCT. SWITCH FAILURE AT CP 15.6. MAINTAINER HAD TO LINE AND CLAMP SWITCH AND HAD TO FLAG TRAIN BY THE STOP SIGNAL
			Mon, May 13	6	ZT	(PTC BACK OFFICE) - DEPARTED LSS 7M LATE PTC (MAPS/GPS) COULD NOT LOCATE TRAIN ON DEPOT 3
			Wed, May 15	29	E1	(PASSENGER TRAIN INTERFERENCE) - DEPARTED LSS 28M LATE DUE TO LATE TURN FROM 6212
			Wed, May 29	9	ZR1	(PTC BACK OFFICE) - DEPARTED LSS 6M LATE ACCT LATE TURN FROM 6212
			Thu, May 30	8	ZP1	(PTC DISPATCHER) - LATE FLIP OFF OF DH6212
SWS	807	Thu, May 09	7	DE1	(FRT TRN INF, MECH TRN AHD) - TURNED 11M LATE FROM SW0810	
		82% OT	Fri, May 10	11	D1	(FRT TRN INF, TRN AHD) - SPERRY RAIL CAR ON TK 2 AND SW818 BEING DELAYED ON TK 1 ACCT HEAD ROOM MOVE NS 25V, NO WHERE FOR 807 TO GO
			Fri, May 17	9	D	(FREIGHT TRAIN INTERFERENCE) - 9M DELAY IHB, X-TRAFFIC EAST, CSX Q016 ENG CSX457 W/35C, 5131
			Thu, May 23	33	AM	(SIG/SWT FAILURE AMTK) - BRIDGE ISSUES AT SOUTH BRANCH BRIDGE
SWS	815	Tue, May 07	12	RF1	(FRT.DISP-OPER/NON-FRT.TRAIN ER) - 15M CP518 1247/102PM WAITING ON SWS#826, DELAYED BY NS HI-RAIL WHO WAS SLOW TO RELEASE AUTHORITIES TO NS	
		82% OT	Thu, May 09	60	F	(LOCOMOTIVE MALFUNCTION) - 29M ADDITIONAL DELAY OUT OF COACH YARD, SWAP EQUIP AGAIN, CUT OUT CENTRAL CAR.
			Tue, May 21	20	GT1	(TELECOM FAILUR TRN AHD) - 23M CP518 RED SIGNAL, INITIALLY WAITING FOR SWS#826. BALANCE OF TIME CONTACTING NS DISP TO CHANGE THE MEET.
			Thu, May 23	50	AM1	(OBSTN ON TRKS, TRN AHD) - 24M CP LUMBER BRIDGE ISSUES SOUTH BRANCH BRIDGE.
SWS	842	Wed, May 01	10	D	(FREIGHT TRAIN INTERFERENCE) - 15M ASHBURN WAITING ON FREIGHT TRAIN TO CLEAR	
		82% OT	Wed, May 08	21	GA	STOPPED AT ROOSEVELT ON ACCOUNT OF SWITCH PROBLEMS AT CUS.
			Fri, May 17	23	GF	(SIG/SWT MALFUNCTION) - SIGNAL PROBLEMS AT RIDGE 24MINS
			Fri, May 24	9	D	(FREIGHT TRAIN INTERFERENCE) - LANDERS HAD TRAIN STOP FOR 10 MINS DUE TO FREIGHT
UPNW	647	Tue, May 07	8	ZT	DELAYED WAITED FOR THE DISPATCHER TO GIVE INSTRUCTIONS TO CUT THE PTC OUT AFTER PTC SYNC ERROR THAT CAUSED PTC TO DISENGAGE..	
		77% OT	Thu, May 16	12	G	DELAYED AT ERIE INTERLOCKING FOR A SWITCH FAILURE.
			Mon, May 20	6	L	STOPPED SHORT OF MP 38.29 DUE TO A REPORT OF A SUICIDAL PERSON NEAR THE TRACK, WAITED FOR POLICE TO RELEASE THE TRACKS.
			Tue, May 21	15	KP1	DELAYED FOLLOWING TRAINS AHEAD.
			Fri, May 31	21	CF1	DELAYED, TRAINS WERE ONLY ABLE TO USE TRK 1 DUE TO DAMAGED ENGINEERING EQUIP. @ MP11.29 ON TRK 2 DURING RUSH.
UPW	28	Thu, May 02	10	ZT1	WAITING FOR M26 TO CLEAR ELMHURST	
		82% OT	Tue, May 21	11	GF1	WAITED FOR #26 TO CLEAR @ ELMHURST.
			Fri, May 24	8	R	ADA FAILURE AT OAK PARK ON CABCAR 8431.KNOB OUT 4 POCKET.
			Tue, May 28	20	M1	WAITED FOR #26 TO CLEAR ELMHURST- MECHANICAL ISSUES, DISPATCHER11 HAD TO RUN SIGNAL TIMER @ PARK AFTER #26 PEDESTRIAN FATALITY.
UPW	30	Thu, May 02	9	ZT1	FOLLOWING TRAINS AHEAD	
		82% OT	Wed, May 15	20	G	STOPPED AT A2 WESTERN AVE DUE TO SWITCH FAILURE WITH 47 SWITCH.
			Tue, May 21	13	GF1	WAITED FOR M34391-20 AND FOLLOWING #26 FROM WEST CHICAGO.
			Tue, May 28	93	M1	STAGED @ LOMBARD ON ACCT. OF #26 PEDESTRIAN FATALITY (ON THE MOVE @ 8:42)
UPW	32	Wed, May 15	15	G1	STOPPED AT A2 WESTERN AVE DUE TO SWITCH FAILURE WITH 47 SWITCH.	
		82% OT	Tue, May 21	10	GF1	FOLLOWING TRAINS AHEAD.
			Fri, May 24	9	R1	FOLLOWING #30 EN ROUTE.
			Tue, May 28	95	M1	STAGED @ GELN ELLYN ON ACCT. OF #26 PEDESTRIAN FATALITY (ON THE MOVE @ 8:42).
UPW	35	Mon, May 06	10	ZD1	DELAYED BY CKSEY HAVING PTC ISSUES	
		82% OT	Thu, May 09	9	U	FORM B MP9.75-11.75 (5"); ADA LIFT, GLEN ELLYN; DEPARTED CPT 2" LATE, BAD ORDER LIFT ON CABCAR.
			Fri, May 10	10	RF	CROSS TRAFFIC AT WESTERN AVE (2"), WAITED FOR CROSS TRAFFIC AT JB TOWER (Q19651-04) (8").
			Thu, May 16	11	U	2 ADA LIFTS EN ROUTE (4"); DEPARTED CPT 4" LATE DOOR ON THE HEAD CAR WAS BLEED OFF; SLOW PASSENGER LOADING, ELMHURST & GENEVA.
UPW	44	Mon, May 06	14	GT	40MPH BETWEEN MP38.25-37.75; LATE DEPARTURE FROM ELBURN ON ACCT. CAD SYSTEM DOWN; SLOW PASSENGER LOADING @ WINFIELD.	
		77% OT	Tue, May 07	7	CC1	LATE TURN OFF #25 ON ACCT. OF TRACK CONSTRUCTION & CROSS TRAFFIC @ WESTERN AVE; 3 ADA LIFTS.
			Tue, May 14	10	U1	8" LATE TURN OFF M25 ON ACCOUNT OF ADA LIFTS
			Thu, May 16	13	L	STOPPED AT COLLEGE AVE FOR POLICE ACTIVITY.
			Tue, May 28	54	M1	LATE TURN OFF #25- #26 PEDESTRIAN FATALITY; 6 ADA LIFTS & CROSS TRAFFIC @ WESTERN AVE.
UPW	52	Mon, May 06	17	ZD	WAITED @ PEAK FOR CKSEY9 TO CLEAR THAT WAS DELAYED PTC ISSUES.	
		82% OT	Thu, May 09	17	CC1	DEPARTED ELBURN 14" LATE, LATE ARRIVAL OF #33; DELAYED @ WASHINGTON ST DUE TO SIGNAL DROPPING.
			Tue, May 14	17	G	17" STOPPED AT WESTERN A-2 FOR SWITCH 47 FAILURE
			Tue, May 28	34	D	12" LATE ARRIVAL OF #33; DELAYED BEHIND IDVG2R KRESS-GRACE, STOPPED AT VALE FOR MDUPR CROSSING INTERLOCKING...

**Table 3 (continued): Weekday Trains less than 85% On-Time
May 2019**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late			
UPW	54 64% OT	Tue, May 07	7		U	2 ADA LIFTS; ALSO HEAVY PASSENGER LOADING @ GENEVA, WHEATON AND ELMHURST.
		Thu, May 09	12		U1	LATE TURN OFF #35; HEAVY PASSENGER LOADING EN ROUTE.
		Fri, May 10	12		RF1	DEPARTED ELBURN 8" LATE, LATE ARRIVAL OF #35; HEAVY LOADING AT WHEATON & ELMHURST, & WAITED FOR A SIGNAL TO TIME OUT AT 25TH.
		Tue, May 14	37		G	STOPPED AT WESTERN FOR SWITCH FAILURE; 10" WAITED FOR POLICE AT OAK PARK TO REMOVE AN UNRULY PASSENGER.
		Thu, May 16	12		GF	DEPARTED ELBURN 7" LATE, LATE ARRIVAL OF #35; RAN RESTRICTED SPEED AT JB TOWER DUE TO SIGNAL ISSUES.
		Wed, May 22	7		I	HEAVY PASSENGER LOADING @ WHEATON, COLLEGE AVE & ELMHURST; SLOW PASSENGER LOADING @ MAYWOOD.
		Thu, May 23	12		J	DELAYED @ KEDZIE, POLICE ACTIVITY, AGGRESSIVE MALE HARASSING A FEMALE ON TRAIN- POLICE REMOVED PERSON FROM THE TRAIN.
		Fri, May 31	14		I1	SLOW LOADING PASSENGERS ENROUTE (6"); DEPARTED ELBURN 8" DOWN, LATE TURN FROM #35.
UPW	62 82% OT	Wed, May 01	12		D	RESTRICTED SPEED @ KEDZIE ON ACCT. OF OPERATED TRK 3, DUE TO FREIGHT TRAIN INTERFERENCE CNAWF9.
		Mon, May 06	9		G1	LATE TURN OF EQUIPMENT FROM #47.
		Thu, May 23	7		R1	LATE TURN OFF #47- #41 MECHANICAL ISSUES.
		Fri, May 24	7		ZT	PTC FAILURE RAN @ RESTRICTED SPEED OUT OF ELBURN TO MP42, 4 ADA LIFTS @ WHEATON AND COLLEGE. FAILED TO INITIALIZE

Data is final (07/01/19) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

METRA/PSA				METRA/PSA (continued)				Foreign Carrier			
Category Codes				Category Codes				Category Codes			
Pri.	Sec.	Ann.	Definition	Pri.	Sec.	Ann.	Definition	Pri.	Sec.	Ann.	Definition
1 Passenger Train Interference				13 Human Error				1 Passenger Train Interference			
A	A1	XA	Passenger Train Interference	B	B1	XB	Human Error, Eng. Dept.	AM	AM1	XAM	Amtrak Caused Delay
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	H	H1	XH	Human Error, Mechanical Department	AS	AS1	XAS	NICTD Train Interference
AD	AD1	XAD	Non-Revenue Passenger Train Interference	R	R1	XR	Human Error, Transportation	2 & 3 Freight Interference - Peak & Off-Peak			
4 Accident				RD	RD1	XRD	Human Error, Metra Dispatcher	D	D1	XD	Freight Train Interference
M	M1	XM	Right of Way Accident/Misc.	RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)	DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error
YC	YC1	XYC	Derailment - Engineering	RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)	DE	DE1	XDE	Freight Mechanical Malfunction
YE	YE1	XYE	Derailment - Mechanical	RO	RO1	XRO	Human Error, Tower Operator	DR	DR1	XDR	Freight-Human Error
YM	YM1	XYM	Derailment - Accident	RZ	RZ1	XRZ	ETMS Train Crew Error [obsolete 2015]	ZD	ZD1	XZD	PTC Freight Train (On-Board)
5 Passenger Loading				YB	YB1	XYB	Derailment - Human Error, Engineering	4 Accident			
I	I1	XI	Passenger Handling, Running Time	YH	YH1	XYH	Derailment - Human Error, Mechanical	DM	DM1	XDM	Freight-Accident/Incident
IB	IB1	XIB	Passenger Handling, Bicycle	YR	YR1	XYR	Derailment - Human Error, Transportation	YF	YF1	XYF	Derailment - Accident, Foreign Line
6 Lift Deployment				ZB	ZB1	XZB	PTC Human Error, Engineering Dept.	8 Signal/Switch Failure			
U	U1	XU	Accessibility Related (ADA)	ZH	ZH1	XZH	PTC Human Error, Mechanical	GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)
UF	UF1	XUF	ADA Lift Failure	ZP	ZP1	XZP	PTC Dispatcher	GF	GF1	XGF	Signal/Switch Foreign Line
7 Obstruction/Debris				ZR	ZR1	XZR	PTC Human Error, Transportation	ZN	ZN1	XZN	PTC Foreign Line (Non-Train)
K	K1	KK	Obstruction On Tracks	14 Sick, Injured, Unruly Passenger				9 Track Work			
KD	KD1	KKD	Train Struck Debris	J	J1	XJ	Passenger Problems/Removal	CA	CA1	XCA	Amtrak Engineering
KP	KP1	KKP	Suspicious Package(s)/Person(s)/Activity	JM	JM1	XJM	Passenger Medical Emergency	11 Non-Locomotive Equipment Failure			
8 Signal/Switch Failure				15 Weather				FS	FS1	XFS	NICTD MU Malfunction
CM	CM1	XCM	Switch Malfunction (Track Dept.)	AW	AW1	XAW	Pass. Train Interference, Weather	ZS	ZS1	XZS	PTC NICTD MU Train (On-Board)
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	CW	CW1	XCW	M of W Work, Weather	12 Locomotive Failure			
GM	GM1	XGM	Gate Crossing Malfunction	EW	EW1	XEW	Locomotive Malfunction, Weather	EA	EA1	XEA	Amtrak Locomotive/Car Malfunction
GT	GT1	XGT	Telecom Failure	FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather	ZA	ZA1	XZA	PTC Amtrak Train (On-Board)
GX	GX1	XGX	Broken Gate Crossing	GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)	13 Human Error			
GZ	GZ1	XGZ	ETMS Signal Malfunction [obsolete 2015]	IW	IW1	XIW	Passenger Handling, Weather	BA	BA1	XBA	Amtrak Engineering Human Error
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	KW	KW1	XKW	Obstruction On Tracks, Weather	HS	HS1	XHS	Human Error, NICTD Mechanical Dept.
ZG	ZG1	XZG	PTC Wayside	MW	MW1	XMW	Right of Way Accident/Misc., Weather	RA	RA1	XRA	Human Error, Amtrak Transportation
ZT	ZT1	XZT	PTC Back Office	NW	NW1	XNW	Electricity Utility Failure, Weather	RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error
9 Track Work				OW	OW1	XOW	AC/DC System Failure, Weather	RS	RS1	XRS	Human Error, NICTD Transportation
C	C1	XC	Unscheduled Track Work	RW	RW1	XRW	Train Crew Issues, Weather	14 Sick, Injured, Unruly Passenger			
CC	CC1	XCC	Scheduled Track Work	UW	UW1	XUW	Accessibility, Weather	JA	JA1	XJA	Amtrak Passenger Problems/Removal
CF	CF1	XCF	Engineering Equipment Malfunction	YW	YW1	XYW	Derailment Accident, Weather	15 Weather			
CG	CG1	XCG	Scheduled Signal Work	ZW	ZW1	XZW	PTC Weather	DW	DW1	XDW	Freight Train Interference, Weather
CH	CH1	XCH	Contractor Failure	16 Other							
ZC	ZC1	XZC	PTC Construction/Maintenance	L	L1	XL	Unauthorized People On Tracks/Near Miss				
10 Catenary Failure				N	N1	XN	Electricity Utility Failure				
CO	CO1	XCO	Scheduled Wire Work	Q	Q1	XQ	Late Issuance of Track Warrant				
O	O1	XO	AC/DC System Failure	S	S1	XS	Operational (Efficiency) Testing				
11 Non-Locomotive Equipment Failure				T	T1	XT	Property Vandalism				
F	F1	XF	Cab Car/Trailer/MU Malfunction	VE	VE1	XVE	Locomotive Problem Reported, Nothing Found				
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car [obsolete 2015]	VF	VF1	XVF	Cab Car Problem Reported, Nothing Found				
ZF	ZF1	XZF	PTC Malfunction Coach	W	W1	XW	Gas Leak				
12 Locomotive Failure											
E	E1	XE	Locomotive Malfunction								
EZ	EZ1	XEZ	ETMS Malfunction on Locomotive [obsolete 2015]								
ZE	ZE1	XZE	PTC Malfunction Locomotive								

Effective July 1, 2016

Revised July 19, 2016

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'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Table 5.a: Train Delays by Cause and Line
May 2019

Cause Category	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
Freight Interference - Total	8	-	-	-	8	10	12	4	5	10	-	2	18	77	
Freight Interference - Peak	3	-	-	-	6	2	6	1	1	2	-	1	7	29	
Primary	3	-	-	-	6	2	2	1	1	1	-	1	3	20	
Secondary	-	-	-	-	-	-	4	-	-	1	-	-	4	9	
Freight Interference - Off-Peak	5	-	-	-	2	8	6	3	4	8	-	1	11	48	
Primary	4	-	-	-	1	5	1	3	3	6	-	1	9	33	
Secondary	1	-	-	-	1	3	5	-	1	2	-	-	2	15	
Signal/Switch Failure - Total	32	19	4	5	6	32	14	2	40	10	1	6	25	196	
Signal/Switch Failure - Metra/PSA	17	19	4	5	1	26	8	2	40	4	1	6	20	153	
Primary	14	13	-	2	1	13	6	1	25	3	1	6	10	95	
Secondary	3	6	4	3	-	13	2	1	15	1	-	-	10	58	
Signal/Switch Failure - Foreign	15	-	-	-	5	6	6	-	-	6	-	-	5	43	
Primary	15	-	-	-	5	4	3	-	-	4	-	-	2	33	
Secondary	-	-	-	-	-	2	3	-	-	2	-	-	3	10	
Mechanical Failure - Total	8	-	-	-	1	19	14	4	38	1	-	7	4	96	
Mechanical Failure - Metra/PSA	8	-	-	-	1	19	14	4	38	1	-	7	4	96	
Non-Locomotive Equipment Failure - Metra/PSA	5	-	-	-	-	-	-	-	5	1	-	3	-	14	
Primary	4	-	-	-	-	-	-	-	-	1	-	3	-	8	
Secondary	1	-	-	-	-	-	-	-	5	-	-	-	-	6	
Locomotive Failure - Metra/PSA	3	-	-	-	1	19	14	4	33	-	-	4	4	82	
Primary	1	-	-	-	1	5	5	2	6	-	-	1	2	23	
Secondary	2	-	-	-	-	14	9	2	27	-	-	3	2	59	
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Passenger Train Interference - Total	-	-	-	-	1	-	-	-	-	5	-	-	-	6	
Passenger Train Interference - Metra/PSA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Passenger Train Interference - Foreign	-	-	-	-	1	-	-	-	-	5	-	-	-	6	
Accident - Total	-	-	-	-	2	-	-	-	17	-	17	-	9	45	
Accident - Metra/PSA	-	-	-	-	2	-	-	-	17	-	17	-	9	45	
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Track Work - Total	17	5	1	2	4	6	4	5	8	1	2	14	6	75	
Track Work - Metra/PSA	17	5	1	2	4	6	2	5	8	-	2	14	6	72	
Track Work - Foreign	-	-	-	-	-	-	2	-	-	1	-	-	-	3	
Human Error - Total	28	-	-	-	1	9	5	6	26	3	10	2	21	111	
Human Error - Metra/PSA	26	-	-	-	-	3	5	3	26	1	9	2	17	92	
Human Error - Foreign	2	-	-	-	1	6	-	3	-	2	1	-	4	19	
Sick, Injured, Unruly Passenger - Total	3	10	-	1	-	2	3	-	6	-	8	1	3	37	
Sick, Injured, Unruly Passenger - Metra/PSA	1	10	-	1	-	2	3	-	6	-	8	1	3	35	
Sick, Injured, Unruly Passenger - Foreign	2	-	-	-	-	-	-	-	-	-	-	-	-	2	
Weather - Total	5	-	2	-	-	-	-	-	14	-	-	2	-	23	
Weather - Metra/PSA	5	-	2	-	-	-	-	-	14	-	-	2	-	23	
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Passenger Loading - Total	1	-	-	-	-	2	1	-	17	-	2	9	5	37	
Lift Deployment - Total	8	-	-	-	-	4	2	-	6	-	-	5	9	34	
Obstruction/Debris - Total	1	2	-	-	-	2	-	-	13	-	1	19	3	41	
Catenary Failure - Total	-	1	1	1	-	-	-	-	-	-	-	-	-	3	
Other - Total	6	-	-	-	-	3	11	1	5	2	-	1	1	30	
Total Trains Delayed	117	37	8	9	23	89	66	22	195	32	41	68	104	811	
Total Metra/PSA Delays	90	37	8	9	8	67	46	15	190	8	40	66	77	661	
Total Foreign Carrier Delays	27	0	0	0	15	22	20	7	5	24	1	2	27	150	

Data for current month is FINAL (07/01/19) version of TOPS

'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Table 5.b: Train Delays by Cause and Line
Average May Over Previous Five Years: 2014-2018

Cause Category	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
		Top 2 causes for each line are shaded													
Freight Interference - Total	26	-	-	-	4	13	11	12	2	12	1	3	14	99	
Freight Interference - Peak	14	-	-	-	3	4	3	5	0	3	0	1	5	39	
Primary	8	-	-	-	3	2	2	4	0	2	0	1	3	26	
Secondary	6	-	-	-	0	1	1	1	1	1	-	1	3	13	
Freight Interference - Off-Peak	12	-	-	-	0	10	9	7	2	9	1	1	9	60	
Primary	9	-	-	-	0	6	7	6	2	7	0	1	7	45	
Secondary	3	-	-	-	-	4	2	1	1	2	0	-	2	14	
Signal/Switch Failure - Total	27	4	3	4	3	18	11	8	9	12	2	5	9	114	
Signal/Switch Failure - Metra/PSA	13	4	3	4	0	16	10	4	9	4	2	4	9	82	
Primary	10	3	2	2	0	9	6	4	8	3	2	2	5	56	
Secondary	3	1	0	2	-	7	4	1	1	2	0	2	4	27	
Signal/Switch Failure - Foreign	13	-	-	-	3	2	1	3	0	8	-	1	1	32	
Primary	10	-	-	-	2	1	1	2	0	4	-	0	1	22	
Secondary	3	-	-	-	1	1	0	1	0	3	-	1	1	10	
Mechanical Failure - Total	15	3	0	0	-	10	7	4	13	3	10	12	9	86	
Mechanical Failure - Metra/PSA	15	1	0	0	-	10	7	4	13	3	10	12	9	85	
Non-Locomotive Equipment Failure - Metra/PSA	2	1	0	0	-	0	0	-	1	0	3	1	4	14	
Primary	1	1	0	0	-	0	0	-	0	0	1	1	2	7	
Secondary	1	1	-	-	-	-	-	-	0	-	1	0	2	6	
Locomotive Failure - Metra/PSA	13	-	-	-	-	9	7	4	12	3	7	11	5	71	
Primary	4	-	-	-	-	2	2	2	3	1	2	2	2	20	
Secondary	9	-	-	-	-	7	5	2	8	2	5	9	4	51	
Mechanical Failure - Foreign	-	1	-	-	-	-	-	-	-	-	-	-	-	1	
Passenger Train Interference - Total	2	0	-	1	2	3	1	1	0	8	-	-	-	19	
Passenger Train Interference - Metra/PSA	-	-	-	-	-	2	0	1	0	0	-	-	-	4	
Passenger Train Interference - Foreign	2	0	-	1	2	1	0	-	-	8	-	-	-	14	
Accident - Total	11	1	0	0	-	5	7	3	2	1	1	7	7	46	
Accident - Metra/PSA	10	1	0	0	-	5	6	3	2	-	1	6	5	39	
Accident - Foreign	1	-	-	-	-	-	1	1	1	1	-	1	2	7	
Track Work - Total	44	3	1	2	5	14	3	1	12	1	11	3	21	121	
Track Work - Metra/PSA	43	3	1	2	5	14	3	1	12	1	11	3	21	120	
Track Work - Foreign	1	-	-	-	-	-	-	-	-	-	-	-	-	1	
Human Error - Total	19	2	1	2	1	4	3	1	5	2	4	4	3	52	
Human Error - Metra/PSA	12	2	1	2	-	3	2	1	5	1	3	3	2	37	
Human Error - Foreign	7	-	-	-	1	1	1	1	0	2	1	1	1	15	
Sick, Injured, Unruly Passenger - Total	4	6	1	1	-	2	4	-	5	1	3	3	4	33	
Sick, Injured, Unruly Passenger - Metra/PSA	4	6	1	1	-	2	4	-	5	1	3	3	4	33	
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Weather - Total	8	1	-	-	-	4	1	1	2	0	1	-	4	23	
Weather - Metra/PSA	8	1	-	-	-	4	1	1	2	0	1	-	4	23	
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	0	0	
Passenger Loading - Total	7	4	1	1	-	5	4	-	6	0	2	13	4	49	
Lift Deployment - Total	5	0	-	-	-	4	1	1	2	1	1	2	4	21	
Obstruction/Debris - Total	13	3	2	3	1	1	1	1	4	2	2	4	10	46	
Catenary Failure - Total	-	2	-	0	-	-	-	-	-	-	-	-	-	2	
Other - Total	4	0	1	1	0	1	1	-	3	1	1	3	5	22	
Total Trains Delayed	184	29	11	16	17	85	54	33	67	44	40	58	96	733	
Total Metra/PSA Delays	134	28	11	15	7	67	39	16	64	15	38	53	78	564	
Total Foreign Carrier Delays	49	1	-	1	10	18	14	17	3	30	2	5	18	169	

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'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Table 5.c: Train Delays by Cause and Line
May 2019 Compared to Average May Over Previous Five Years: 2014-2018

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	(18)	-	-	-	4	(3)	1	(8)	3	(2)	(1)	(1)	4	(22)
Freight Interference - Peak	(11)	-	-	-	3	(2)	3	(4)	1	(1)	(0)	(0)	2	(10)
Primary	(5)	-	-	-	3	(0)	0	(3)	1	(1)	(0)	0	0	(6)
Secondary	(6)	-	-	-	(0)	(1)	3	(1)	-	0	-	(1)	1	(4)
Freight Interference - Off-Peak	(7)	-	-	-	2	(2)	(3)	(4)	2	(1)	(1)	(0)	2	(12)
Primary	(5)	-	-	-	1	(1)	(6)	(3)	1	(1)	(0)	(0)	2	(12)
Secondary	(2)	-	-	-	1	(1)	3	(1)	0	(0)	(0)	-	0	1
Signal/Switch Failure - Total	5	15	1	1	3	14	3	(6)	31	(2)	(1)	1	16	82
Signal/Switch Failure - Metra/PSA	4	15	1	1	1	10	(2)	(2)	31	(0)	(1)	2	11	71
Primary	4	10	(2)	(0)	1	4	-	(3)	17	0	(1)	4	5	39
Secondary	(0)	5	4	1	-	6	(2)	0	14	(1)	(0)	(2)	6	31
Signal/Switch Failure - Foreign	2	-	-	-	2	4	5	(3)	(0)	(2)	-	(1)	4	11
Primary	5	-	-	-	3	3	2	(2)	(0)	(0)	-	(0)	1	11
Secondary	(3)	-	-	-	(1)	1	3	(1)	-	(1)	-	(1)	3	-
Mechanical Failure - Total	(7)	(3)	(0)	(0)	1	9	7	-	25	(2)	(10)	(5)	(5)	10
Mechanical Failure - Metra/PSA	(7)	(1)	(0)	(0)	1	9	7	-	25	(2)	(10)	(5)	(5)	11
Non-Locomotive Equipment Failure - Metra/PSA	3	(1)	(0)	(0)	-	(0)	(0)	-	4	1	(3)	2	(4)	0
Primary	3	(1)	(0)	(0)	-	(0)	(0)	-	(1)	1	(1)	2	(2)	1
Secondary	(0)	(1)	-	-	-	-	-	-	5	-	(1)	(0)	(2)	(0)
Locomotive Failure - Metra/PSA	(10)	-	-	-	1	10	7	-	21	(3)	(7)	(7)	(1)	11
Primary	(3)	-	-	-	1	3	3	0	3	(1)	(2)	(1)	0	3
Secondary	(7)	-	-	-	-	7	4	(0)	19	(2)	(5)	(6)	(2)	8
Mechanical Failure - Foreign	-	(1)	-	-	-	-	-	-	-	-	-	-	-	(1)
Passenger Train Interference - Total	(2)	(0)	-	(1)	(1)	(3)	(1)	(1)	(0)	(3)	-	-	-	(13)
Passenger Train Interference - Metra/PSA	-	-	-	-	-	(2)	(0)	(1)	(0)	(0)	-	-	-	(4)
Passenger Train Interference - Foreign	(2)	(0)	-	(1)	(1)	(1)	(0)	-	-	(3)	-	-	-	(8)
Accident - Total	(11)	(1)	(0)	(0)	2	(5)	(7)	(3)	15	(1)	16	(7)	2	(1)
Accident - Metra/PSA	(10)	(1)	(0)	(0)	2	(5)	(6)	(3)	15	-	16	(6)	4	6
Accident - Foreign	(1)	-	-	-	-	-	(1)	(1)	-	(1)	-	(1)	(2)	(7)
Track Work - Total	(27)	2	(0)	(0)	(1)	(8)	1	4	(4)	(0)	(9)	11	(15)	(46)
Track Work - Metra/PSA	(26)	2	(0)	(0)	(1)	(8)	(1)	4	(4)	(1)	(9)	11	(15)	(48)
Track Work - Foreign	(1)	-	-	-	-	-	2	-	-	1	-	-	-	2
Human Error - Total	9	(2)	(1)	(2)	(0)	5	2	5	21	1	6	(2)	18	59
Human Error - Metra/PSA	14	(2)	(1)	(2)	-	-	3	2	21	0	6	(1)	15	55
Human Error - Foreign	(5)	-	-	-	(0)	5	(1)	2	(0)	0	0	(1)	3	4
Sick, Injured, Unruly Passenger - Total	(1)	4	(1)	0	-	0	(1)	-	1	(1)	5	(2)	(1)	4
Sick, Injured, Unruly Passenger - Metra/PSA	(3)	4	(1)	0	-	0	(1)	-	1	(1)	5	(2)	(1)	2
Sick, Injured, Unruly Passenger - Foreign	2	-	-	-	-	-	-	-	-	-	-	-	-	2
Weather - Total	(3)	(1)	2	-	-	(4)	(1)	(1)	12	(0)	(1)	2	(4)	(0)
Weather - Metra/PSA	(3)	(1)	2	-	-	(4)	(1)	(1)	12	(0)	(1)	2	(4)	-
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	(0)	(0)
Passenger Loading - Total	(6)	(4)	(1)	(1)	-	(3)	(3)	-	11	(0)	(0)	(4)	1	(12)
Lift Deployment - Total	3	(0)	-	-	-	0	1	(1)	4	(1)	(1)	3	5	13
Obstruction/Debris - Total	(12)	(1)	(2)	(3)	(1)	1	(1)	(1)	9	(2)	(1)	15	(7)	(5)
Catenary Failure - Total	-	(1)	1	1	-	-	-	-	-	-	-	-	-	1
Other - Total	2	(0)	(1)	(1)	(0)	2	10	1	2	1	(1)	(2)	(4)	8
Total Trains Delayed	(67)	8	(3)	(7)	6	4	12	(11)	128	(12)	1	10	8	78
Total Metra/PSA Delays	(44)	9	(3)	(6)	1	-	7	(1)	126	(7)	2	13	(1)	97
Total Foreign Carrier Delays	(22)	(1)	-	(1)	5	4	6	(10)	2	(6)	(1)	(3)	9	(19)

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'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Table 6.a: Train Delays by Cause & Line - YTD
January - May 2019

Cause Category	Top 2 causes for each line are shaded													
	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	53	-	-	-	37	90	48	24	23	58	3	50	118	504
Freight Interference - Peak	12	-	-	-	31	22	18	6	6	20	1	30	37	183
Primary	11	-	-	-	26	13	14	6	5	13	1	17	16	122
Secondary	1	-	-	-	5	9	4	-	1	7	-	13	21	61
Freight Interference - Off-Peak	41	-	-	-	6	68	30	18	17	38	2	20	81	321
Primary	30	-	-	-	5	37	20	16	11	25	1	11	52	208
Secondary	11	-	-	-	1	31	10	2	6	13	1	9	29	113
Signal/Switch Failure - Total	172	44	11	7	24	127	89	24	154	53	122	95	191	1,113
Signal/Switch Failure - Metra/PSA	90	44	11	7	5	108	79	19	154	19	122	60	158	876
Primary	70	33	6	4	5	63	64	15	112	17	79	42	104	614
Secondary	20	11	5	3	-	45	15	4	42	2	43	18	54	262
Signal/Switch Failure - Foreign	82	-	-	-	19	19	10	5	-	34	-	35	33	237
Primary	66	-	-	-	15	13	6	3	-	18	-	22	23	166
Secondary	16	-	-	-	4	6	4	2	-	16	-	13	10	71
Mechanical Failure - Total	57	-	1	1	1	98	58	11	79	11	13	60	66	456
Mechanical Failure - Metra/PSA	55	-	-	-	1	86	56	9	79	11	13	60	66	436
Non-Locomotive Equipment Failure - Metra/PSA	19	-	-	-	-	9	1	2	18	9	5	33	22	118
Primary	8	-	-	-	-	2	1	1	3	4	2	18	11	50
Secondary	11	-	-	-	-	7	-	1	15	5	3	15	11	68
Locomotive Failure - Metra/PSA	36	-	-	-	1	77	55	7	61	2	8	27	44	318
Primary	12	-	-	-	1	22	17	3	22	1	3	8	10	99
Secondary	24	-	-	-	-	55	38	4	39	1	5	19	34	219
Mechanical Failure - Foreign	2	-	1	1	-	12	2	2	-	-	-	-	-	20
Passenger Train Interference - Total	4	2	-	2	7	13	2	4	-	23	-	-	-	57
Passenger Train Interference - Metra/PSA	1	2	-	-	1	10	-	4	-	-	-	-	-	18
Passenger Train Interference - Foreign	3	-	-	2	6	3	2	-	-	23	-	-	-	39
Accident - Total	1	81	12	-	9	12	18	7	34	14	37	37	52	314
Accident - Metra/PSA	-	15	2	-	2	12	17	7	33	2	37	37	14	178
Accident - Foreign	1	66	10	-	7	-	1	-	1	12	-	-	38	136
Track Work - Total	43	9	1	3	15	43	18	16	29	3	14	23	21	238
Track Work - Metra/PSA	43	9	1	3	15	37	11	15	29	2	14	23	21	223
Track Work - Foreign	-	-	-	-	-	6	7	1	-	1	-	-	-	15
Human Error - Total	126	5	4	2	15	82	40	21	74	29	66	59	89	612
Human Error - Metra/PSA	67	5	4	2	3	32	13	7	74	2	60	44	63	376
Human Error - Foreign	59	-	-	-	12	50	27	14	-	27	6	15	26	236
Sick, Injured, Unruly Passenger - Total	13	15	1	3	-	6	17	2	17	1	39	17	26	157
Sick, Injured, Unruly Passenger - Metra/PSA	11	15	1	3	-	6	17	2	17	1	39	17	26	155
Sick, Injured, Unruly Passenger - Foreign	2	-	-	-	-	-	-	-	-	-	-	-	-	2
Weather - Total	124	159	54	92	4	99	52	24	177	14	97	95	79	1,070
Weather - Metra/PSA	123	159	54	92	4	99	52	24	176	10	97	95	79	1,064
Weather - Foreign	1	-	-	-	-	-	-	-	1	4	-	-	-	6
Passenger Loading - Total	5	2	4	1	-	6	8	1	37	-	18	21	34	137
Lift Deployment - Total	10	-	-	-	-	17	10	1	23	2	5	24	43	135
Obstruction/Debris - Total	44	2	2	5	-	32	16	8	45	19	22	48	26	269
Catenary Failure - Total	-	1	1	1	-	-	-	-	-	-	-	-	-	3
Other - Total	20	1	1	1	2	5	19	7	22	5	28	26	24	161
Total Trains Delayed	672	321	92	118	114	630	395	150	714	232	464	555	769	5,226
Total Metra/PSA Delays	469	255	81	115	33	450	298	104	689	73	455	455	554	4,031
Total Foreign Carrier Delays	203	66	11	3	81	180	97	46	25	159	9	100	215	1,195

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Table 6.b: Train Delays by Cause & Line - YTD
January - May Average Over Previous 5 Years: 2014-2018

Top 2 causes for each line are shaded

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	112	-	-	-	22	67	60	56	29	62	8	26	102	544
Freight Interference - Peak	55	-	-	-	20	15	16	22	10	21	2	13	33	205
Primary	32	-	-	-	18	10	11	15	6	16	1	7	15	130
Secondary	23	-	-	-	2	6	6	6	4	5	1	6	18	75
Freight Interference - Off-Peak	58	-	-	-	2	52	44	34	20	41	6	13	70	339
Primary	45	-	-	-	2	33	30	28	15	31	3	10	56	254
Secondary	13	-	-	-	-	18	14	6	4	10	3	3	14	85
Signal/Switch Failure - Total	108	35	17	21	12	88	61	43	46	48	14	19	48	561
Signal/Switch Failure - Metra/PSA	65	35	17	21	1	69	50	22	45	12	14	16	46	413
Primary	40	22	12	16	1	36	32	14	32	8	8	10	19	250
Secondary	25	13	5	5	0	33	18	9	13	4	5	6	27	163
Signal/Switch Failure - Foreign	43	-	-	-	10	20	11	20	2	36	-	3	3	148
Primary	33	-	-	-	9	10	7	11	1	22	-	1	2	96
Secondary	10	-	-	-	2	10	4	9	0	13	-	2	1	52
Mechanical Failure - Total	76	14	5	3	3	81	46	19	82	17	48	42	40	476
Mechanical Failure - Metra/PSA	75	10	4	3	2	75	45	19	82	17	48	42	40	462
Non-Locomotive Equipment Failure - Metra/PSA	21	10	4	3	1	11	6	3	8	6	13	12	18	116
Primary	8	4	1	1	1	3	3	1	4	2	5	4	7	46
Secondary	12	6	3	1	0	7	3	2	4	4	8	8	10	70
Locomotive Failure - Metra/PSA	54	-	-	-	1	64	39	17	74	10	35	31	22	346
Primary	16	-	-	-	1	15	13	5	21	5	9	8	8	102
Secondary	38	-	-	-	0	49	26	12	53	5	26	23	14	244
Mechanical Failure - Foreign	1	4	1	0	0	7	0	0	0	-	-	-	0	14
Passenger Train Interference - Total	6	3	1	2	5	28	3	7	4	13	0	1	6	79
Passenger Train Interference - Metra/PSA	1	1	1	1	-	19	2	7	3	1	0	1	5	42
Passenger Train Interference - Foreign	6	2	0	2	5	9	1	0	1	12	-	-	0	37
Accident - Total	67	9	3	5	0	27	31	12	15	4	23	48	17	261
Accident - Metra/PSA	52	9	3	5	0	25	30	9	11	2	23	47	13	229
Accident - Foreign	15	-	-	-	-	2	1	3	3	2	-	1	4	31
Track Work - Total	91	20	4	10	6	38	12	7	27	4	28	15	31	293
Track Work - Metra/PSA	87	20	4	10	6	38	12	7	27	4	28	15	31	288
Track Work - Foreign	4	-	-	-	-	-	0	0	-	-	-	-	-	5
Human Error - Total	97	10	6	8	8	45	26	13	35	13	19	17	27	325
Human Error - Metra/PSA	59	10	6	7	2	29	17	7	35	3	17	14	19	226
Human Error - Foreign	38	-	-	0	6	15	9	6	0	10	2	3	8	99
Sick, Injured, Unruly Passenger - Total	15	25	4	5	1	15	16	2	14	3	15	21	19	155
Sick, Injured, Unruly Passenger - Metra/PSA	14	25	4	5	1	15	16	2	14	3	15	21	19	153
Sick, Injured, Unruly Passenger - Foreign	2	-	-	-	-	-	-	-	0	-	-	-	-	2
Weather - Total	145	87	26	31	4	82	73	22	113	18	58	68	54	781
Weather - Metra/PSA	144	87	26	31	4	80	72	22	113	17	58	68	54	775
Weather - Foreign	1	-	-	-	0	2	1	-	0	1	-	-	1	6
Passenger Loading - Total	13	13	7	6	-	20	17	2	32	1	11	23	20	165
Lift Deployment - Total	16	0	-	0	-	17	11	2	8	1	4	11	18	88
Obstruction/Debris - Total	34	15	8	15	3	21	17	7	21	11	14	30	38	233
Catenary Failure - Total	-	17	3	7	-	-	-	-	-	-	-	-	-	27
Other - Total	24	4	3	2	0	11	9	3	11	7	13	11	16	112
Total Trains Delayed	804	253	86	115	63	539	381	193	438	201	255	332	437	4,098
Total Metra/PSA Delays	583	247	85	113	19	418	298	107	402	79	245	299	318	3,212
Total Foreign Carrier Delays	222	6	1	2	45	122	84	86	36	122	10	33	118	885

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Table 6.c: Train Delays by Cause & Line - YTD
January - May 2019 Compared to January - May Average Over Previous 5 Years: 2014-2018

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	(59)	-	-	-	15	23	(12)	(32)	(6)	(4)	(5)	24	16	(40)
Freight Interference - Peak	(43)	-	-	-	11	7	2	(16)	(4)	(1)	(1)	17	4	(22)
Primary	(21)	-	-	-	8	3	3	(9)	(1)	(3)	-	10	1	(8)
Secondary	(22)	-	-	-	3	3	(2)	(6)	(3)	2	(1)	7	3	(14)
Freight Interference - Off-Peak	(17)	-	-	-	4	16	(14)	(16)	(3)	(3)	(4)	7	11	(18)
Primary	(15)	-	-	-	3	4	(10)	(12)	(4)	(6)	(2)	1	(4)	(46)
Secondary	(2)	-	-	-	1	13	(4)	(4)	2	3	(2)	6	15	28
Signal/Switch Failure - Total	64	9	(6)	(14)	12	39	28	(19)	108	5	108	76	143	552
Signal/Switch Failure - Metra/PSA	25	9	(6)	(14)	4	39	29	(3)	109	7	108	44	112	463
Primary	30	11	(6)	(12)	4	27	32	1	80	9	71	32	85	364
Secondary	(5)	(2)	0	(2)	(0)	12	(3)	(5)	29	(2)	38	12	27	99
Signal/Switch Failure - Foreign	39	-	-	-	9	(1)	(1)	(15)	(2)	(2)	-	32	30	89
Primary	33	-	-	-	6	3	(1)	(8)	(1)	(4)	-	21	21	70
Secondary	6	-	-	-	2	(4)	(0)	(7)	(0)	3	-	11	9	19
Mechanical Failure - Total	(19)	(14)	(4)	(2)	(2)	17	12	(8)	(3)	(6)	(35)	18	26	(20)
Mechanical Failure - Metra/PSA	(20)	(10)	(4)	(3)	(1)	11	11	(10)	(3)	(6)	(35)	18	26	(26)
Non-Locomotive Equipment Failure - Metra/PSA	(2)	(10)	(4)	(3)	(1)	(2)	(5)	(1)	10	3	(8)	21	4	2
Primary	(0)	(4)	(1)	(1)	(1)	(1)	(2)	-	(1)	2	(3)	14	4	4
Secondary	(1)	(6)	(3)	(1)	(0)	(0)	(3)	(1)	11	1	(5)	7	1	(2)
Locomotive Failure - Metra/PSA	(18)	-	-	-	(0)	13	16	(10)	(13)	(8)	(27)	(4)	22	(28)
Primary	(4)	-	-	-	-	7	4	(2)	1	(4)	(6)	0	2	(3)
Secondary	(14)	-	-	-	(0)	6	12	(8)	(14)	(4)	(21)	(4)	20	(25)
Mechanical Failure - Foreign	1	(4)	0	1	(0)	5	2	2	(0)	-	-	-	(0)	6
Passenger Train Interference - Total	(2)	(1)	(1)	(0)	2	(15)	(1)	(3)	(4)	10	(0)	(1)	(6)	(22)
Passenger Train Interference - Metra/PSA	0	1	(1)	(1)	1	(9)	(2)	(3)	(3)	(1)	(0)	(1)	(5)	(24)
Passenger Train Interference - Foreign	(3)	(2)	(0)	0	1	(6)	1	(0)	(1)	11	-	-	(0)	2
Accident - Total	(66)	72	9	(5)	9	(15)	(13)	(5)	19	10	14	(11)	35	53
Accident - Metra/PSA	(52)	6	(1)	(5)	2	(13)	(13)	(2)	22	(0)	14	(10)	1	(51)
Accident - Foreign	(14)	66	10	-	7	(2)	(0)	(3)	(2)	10	-	(1)	34	105
Track Work - Total	(48)	(11)	(3)	(7)	9	5	6	9	2	(1)	(14)	8	(10)	(55)
Track Work - Metra/PSA	(44)	(11)	(3)	(7)	9	(1)	(1)	8	2	(2)	(14)	8	(10)	(65)
Track Work - Foreign	(4)	-	-	-	-	6	7	1	-	1	-	-	-	10
Human Error - Total	29	(5)	(2)	(6)	7	37	14	8	39	16	47	42	62	287
Human Error - Metra/PSA	8	(5)	(2)	(5)	1	3	(4)	-	39	(1)	43	30	44	150
Human Error - Foreign	21	-	-	(0)	6	35	18	8	(0)	17	4	12	18	137
Sick, Injured, Unruly Passenger - Total	(2)	(10)	(3)	(2)	(1)	(9)	1	0	3	(2)	24	(4)	7	2
Sick, Injured, Unruly Passenger - Metra/PSA	(3)	(10)	(3)	(2)	(1)	(9)	1	0	3	(2)	24	(4)	7	2
Sick, Injured, Unruly Passenger - Foreign	0	-	-	-	-	-	-	-	(0)	-	-	-	-	0
Weather - Total	(21)	72	28	61	(0)	17	(21)	2	64	(4)	39	27	25	289
Weather - Metra/PSA	(21)	72	28	61	-	19	(20)	2	63	(7)	39	27	25	289
Weather - Foreign	0	-	-	-	(0)	(2)	(1)	-	1	3	-	-	(1)	0
Passenger Loading - Total	(8)	(11)	(3)	(5)	-	(14)	(9)	(1)	5	(1)	7	(2)	14	(28)
Lift Deployment - Total	(6)	(0)	-	(0)	-	0	(1)	(1)	15	1	1	13	25	47
Obstruction/Debris - Total	10	(13)	(6)	(10)	(3)	11	(1)	1	24	8	8	18	(12)	36
Catenary Failure - Total	-	(16)	(2)	(6)	-	-	-	-	-	-	-	-	-	(24)
Other - Total	(4)	(3)	(2)	(1)	2	(6)	10	-	4	(2)	15	15	8	49
Total Trains Delayed	(132)	68	6	3	51	91	14	(43)	276	31	209	223	332	1,128
Total Metra/PSA Delays	(114)	8	(4)	2	14	32	0	(3)	287	(6)	210	156	236	819
Total Foreign Carrier Delays	(19)	60	10	1	36	58	13	(40)	(11)	37	(1)	67	97	310

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'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

**Table 7.a: Train Delays by Cause & Month
2019**

Top 2 causes for each month are shaded													
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - May
Freight Interference - Total	100	142	108	77	77								504 9.6%
Freight Interference - Peak	38	52	39	25	29								183 3.5%
Primary	27	33	25	17	20								122 2.3%
Secondary	11	19	14	8	9								61 1.2%
Freight Interference - Off-Peak	62	90	69	52	48								321 6.1%
Primary	35	55	53	32	33								208 4.0%
Secondary	27	35	16	20	15								113 2.2%
Signal/Switch Failure - Total	196	393	146	182	196								1,113 21.3%
Signal/Switch Failure - Metra/PSA	160	320	109	134	153								876 16.8%
Primary	132	215	87	85	95								614 11.7%
Secondary	28	105	22	49	58								262 5.0%
Signal/Switch Failure - Foreign	36	73	37	48	43								237 4.5%
Primary	27	51	25	30	33								166 3.2%
Secondary	9	22	12	18	10								71 1.4%
Mechanical Failure - Total	121	106	66	67	96								456 8.7%
Mechanical Failure - Metra/PSA	116	91	66	67	96								436 8.3%
Non-Locomotive Equipment Failure - Metra/PSA	21	33	19	31	14								118 2.3%
Primary	11	13	8	10	8								50 1.0%
Secondary	10	20	11	21	6								68 1.3%
Locomotive Failure - Metra/PSA	95	58	47	36	82								318 6.1%
Primary	26	19	16	15	23								99 1.9%
Secondary	69	39	31	21	59								219 4.2%
Mechanical Failure - Foreign	5	15	-	-	-								20 0.4%
Passenger Train Interference - Total	20	13	17	1	6								57 1.1%
Passenger Train Interference - Metra/PSA	6	8	4	-	-								18 0.3%
Passenger Train Interference - Foreign	14	5	13	1	6								39 0.7%
Accident - Total	47	171	21	30	45								314 6.0%
Accident - Metra/PSA	7	84	20	22	45								178 3.4%
Accident - Foreign	40	87	1	8	-								136 2.6%
Track Work - Total	11	52	38	62	75								238 4.6%
Track Work - Metra/PSA	11	46	32	62	72								223 4.3%
Track Work - Foreign	-	6	6	-	3								15 0.3%
Human Error - Total	106	256	73	66	111								612 11.7%
Human Error - Metra/PSA	94	108	36	46	92								376 7.2%
Human Error - Foreign	12	148	37	20	19								236 4.5%
Sick, Injured, Unruly Passenger - Total	19	65	16	20	37								157 3.0%
Sick, Injured, Unruly Passenger - Metra/PSA	19	65	16	20	35								155 3.0%
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	2								2 0.0%
Weather - Total	591	401	18	37	23								1,070 20.5%
Weather - Metra/PSA	586	400	18	37	23								1,064 20.4%
Weather - Foreign	5	1	-	-	-								6 0.1%
Passenger Loading - Total	12	40	29	19	37								137 2.6%
Lift Deployment - Total	11	37	29	24	34								135 2.6%
Obstruction/Debris - Total	79	72	32	45	41								269 5.1%
Catenary Failure - Total	-	-	-	-	3								3 0.1%
Other - Total	28	57	17	29	30								161 3.1%
Total Trains Delayed	1,341	1,805	610	659	811								5,226 100.0%
Total Metra/PSA Delays	1,129	1,328	408	505	661								4,031 77.1%
Total Foreign Carrier Delays	212	477	202	154	150								1,195 22.9%

Data for current month is FINAL (07/01/19) version of TOPS

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**Table 7.b: Train Delays by Cause & Month
2018**

Top 2 causes for each month are shaded														
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - May	
Freight Interference - Total	134	126	154	86	136	141	101	95	133	159	112	137	636	14.5%
Freight Interference - Peak	65	52	55	30	42	55	39	29	30	61	44	54	244	5.5%
Primary	36	25	26	20	27	26	16	19	17	34	27	26	134	3.0%
Secondary	29	27	29	10	15	29	23	10	13	27	17	28	110	2.5%
Freight Interference - Off-Peak	69	74	99	56	94	86	62	66	103	98	68	83	392	8.9%
Primary	43	58	76	49	69	62	48	52	68	66	48	57	295	6.7%
Secondary	26	16	23	7	25	24	14	14	35	32	20	26	97	2.2%
Signal/Switch Failure - Total	160	171	102	95	145	149	128	141	124	110	217	197	673	15.3%
Signal/Switch Failure - Metra/PSA	97	133	96	73	113	103	103	131	97	89	179	188	512	11.6%
Primary	68	105	51	52	92	63	74	72	73	61	144	132	368	8.4%
Secondary	29	28	45	21	21	40	29	59	24	28	35	56	144	3.3%
Signal/Switch Failure - Foreign	63	38	6	22	32	46	25	10	27	21	38	9	161	3.7%
Primary	22	33	5	20	17	30	16	8	17	15	26	5	97	2.2%
Secondary	41	5	1	2	15	16	9	2	10	6	12	4	64	1.5%
Mechanical Failure - Total	204	139	89	60	74	92	65	102	70	95	94	98	566	12.9%
Mechanical Failure - Metra/PSA	200	132	88	55	74	92	63	102	69	87	84	96	549	12.5%
Non-Loomotive Equipment Failure - Metra/PSA	46	49	21	10	10	12	23	7	13	30	29	26	136	3.1%
Primary	13	13	8	5	8	8	15	6	7	8	7	10	47	1.1%
Secondary	33	36	13	5	2	4	8	1	6	22	22	16	89	2.0%
Locomotive Failure - Metra/PSA	154	83	67	45	64	80	40	95	56	57	55	70	413	9.4%
Primary	25	19	20	15	20	21	20	20	16	22	18	25	99	2.3%
Secondary	129	64	47	30	44	59	20	75	40	35	37	45	314	7.1%
Mechanical Failure - Foreign	4	7	1	5	-	-	2	-	1	8	10	2	17	0.4%
Passenger Train Interference - Total	15	12	9	29	33	28	25	5	19	17	23	7	98	2.2%
Passenger Train Interference - Metra/PSA	7	5	6	12	10	7	1	3	6	9	8	4	40	0.9%
Passenger Train Interference - Foreign	8	7	3	17	23	21	24	2	13	8	15	3	58	1.3%
Accident - Total	25	82	70	12	25	-	19	23	20	43	45	43	214	4.9%
Accident - Metra/PSA	25	79	67	7	12	-	13	17	20	43	45	43	190	4.3%
Accident - Foreign	-	3	3	5	13	-	6	6	-	-	-	-	24	0.5%
Track Work - Total	11	18	43	101	100	100	58	59	88	120	51	36	273	6.2%
Track Work - Metra/PSA	11	18	43	101	99	97	57	59	88	120	51	36	272	6.2%
Track Work - Foreign	-	-	-	-	1	3	1	-	-	-	-	-	1	0.0%
Human Error - Total	109	121	61	52	94	91	80	104	69	72	63	79	437	9.9%
Human Error - Metra/PSA	95	100	49	14	64	59	37	92	53	49	42	72	322	7.3%
Human Error - Foreign	14	21	12	38	30	32	43	12	16	23	21	7	115	2.6%
Sick, Injured, Unruly Passenger - Total	24	33	44	33	43	44	36	32	32	25	20	22	177	4.0%
Sick, Injured, Unruly Passenger - Metra/PSA	24	33	44	33	43	44	36	32	32	25	20	22	177	4.0%
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
Weather - Total	172	295	14	27	71	51	8	41	34	10	295	36	579	13.2%
Weather - Metra/PSA	172	294	13	27	70	51	8	40	34	10	295	36	576	13.1%
Weather - Foreign	-	1	1	-	1	-	-	1	-	-	-	-	3	0.1%
Passenger Loading - Total	31	56	32	13	67	95	78	139	33	35	37	46	199	4.5%
Lift Deployment - Total	24	27	21	13	45	23	30	36	27	18	27	29	130	3.0%
Obstruction/Debris - Total	40	82	29	62	60	51	63	35	30	59	47	57	273	6.2%
Catenary Failure - Total	-	1	1	-	-	-	-	-	9	-	3	63	2	0.0%
Other - Total	38	27	25	19	33	22	31	20	22	19	5	20	142	3.2%
Total Trains Delayed	987	1,190	694	602	926	887	722	832	710	782	1,039	870	4,399	100.0%
Total Metra/PSA Delays	764	987	514	429	690	644	520	706	520	563	843	712	3,384	76.9%
Total Foreign Carrier Delays	223	203	180	173	236	243	202	126	190	219	196	158	1,015	23.1%

Data for latest month is final (01/28/19) version from TOPS.

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**Table 8: Train Delays by Duration
May 2019**

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Weekday Peak *														
6-10	33	8	5	3	7	23	17	3	44	4	4	6	22	179
11-15	4	6	1	0	1	7	9	1	11	0	3	8	11	62
16-20	1	3	0	0	4	3	3	2	12	1	2	9	4	44
21+	4	4	0	0	5	5	2	1	13	1	4	5	3	47
Annulled	<u>1</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>4</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>17</u>
Sub-Total	43	23	6	3	19	40	35	7	84	6	14	28	41	349
Weekday Off-Peak **														
6-10	29	3	0	2	1	13	9	13	39	10	3	8	19	149
11-15	8	2	0	3	1	13	10	2	25	6	6	4	14	94
16-20	5	2	1	0	0	3	2	0	4	2	1	2	7	29
21+	6	2	1	0	2	3	3	0	15	6	11	3	10	62
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>17</u>
Sub-Total	50	9	2	5	4	33	25	15	90	24	23	18	53	351
Saturday														
6-10	1	5	0	0	0	6	0	0	8	0	1	3	4	28
11-15	5	0	0	0	0	4	1	0	1	0	0	1	0	12
16-20	3	0	0	0	0	0	0	0	0	0	0	0	1	4
21+	11	0	0	0	0	2	5	0	0	2	0	7	2	29
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Sub-Total	20	5	0	0	0	12	6	0	9	2	1	11	7	73
Sunday-Holiday														
6-10	2	0	0	0	0	0	0	0	6	0	1	7	1	17
11-15	1	0	0	0	0	1	0	0	2	0	0	4	2	10
16-20	0	0	0	1	0	2	0	0	1	0	1	0	0	5
21+	1	0	0	0	0	1	0	0	2	0	1	0	0	5
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Sub-Total	4	0	0	1	0	4	0	0	12	0	3	11	3	38
May 2019 Total														
6-10	65	16	5	5	8	42	26	16	97	14	9	24	46	373
11-15	18	8	1	3	2	25	20	3	39	6	9	17	27	178
16-20	9	5	1	1	4	8	5	2	17	3	4	11	12	82
21+	22	6	1	0	7	11	10	1	30	9	16	15	15	143
Annulled	<u>3</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>3</u>	<u>5</u>	<u>0</u>	<u>12</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>4</u>	<u>35</u>
TOTAL	117	37	8	9	23	89	66	22	195	32	41	68	104	811
2019 Year-to-Date														
6-10	299	79	35	23	43	241	160	78	359	60	185	236	307	2,105
11-15	102	46	7	12	20	136	88	26	125	49	117	109	180	1,017
16-20	74	23	2	4	14	73	35	12	60	22	50	64	100	533
21+	137	40	9	3	26	150	87	30	137	87	83	129	151	1,069
Annulled	<u>60</u>	<u>133</u>	<u>39</u>	<u>76</u>	<u>11</u>	<u>30</u>	<u>25</u>	<u>4</u>	<u>33</u>	<u>14</u>	<u>29</u>	<u>17</u>	<u>31</u>	<u>502</u>
TOTAL	672	321	92	118	114	630	395	150	714	232	464	555	769	5,226
Share of Delays by Duration														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
May 2019 Total														
6-10	55.6%	43.2%	62.5%	55.6%	34.8%	47.2%	39.4%	72.7%	49.7%	43.8%	22.0%	35.3%	44.2%	46.0%
11-15	15.4%	21.6%	12.5%	33.3%	8.7%	28.1%	30.3%	13.6%	20.0%	18.8%	22.0%	25.0%	26.0%	21.9%
16-20	7.7%	13.5%	12.5%	11.1%	17.4%	9.0%	7.6%	9.1%	8.7%	9.4%	9.8%	16.2%	11.5%	10.1%
21+	18.8%	16.2%	12.5%	0.0%	30.4%	12.4%	15.2%	4.5%	15.4%	28.1%	39.0%	22.1%	14.4%	17.6%
Annulled	<u>2.6%</u>	<u>5.4%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>8.7%</u>	<u>3.4%</u>	<u>7.6%</u>	<u>0.0%</u>	<u>6.2%</u>	<u>0.0%</u>	<u>7.3%</u>	<u>1.5%</u>	<u>3.8%</u>	<u>4.3%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2019 Year-to-Date Delays By Duration														
6-10	44.5%	24.6%	38.0%	19.5%	37.7%	38.3%	40.5%	52.0%	50.3%	25.9%	39.9%	42.5%	39.9%	40.3%
11-15	15.2%	14.3%	7.6%	10.2%	17.5%	21.6%	22.3%	17.3%	17.5%	21.1%	25.2%	19.6%	23.4%	19.5%
16-20	11.0%	7.2%	2.2%	3.4%	12.3%	11.6%	8.9%	8.0%	8.4%	9.5%	10.8%	11.5%	13.0%	10.2%
21+	20.4%	12.5%	9.8%	2.5%	22.8%	23.8%	22.0%	20.0%	19.2%	37.5%	17.9%	23.2%	19.6%	20.5%
Annulled	<u>8.9%</u>	<u>41.4%</u>	<u>42.4%</u>	<u>64.4%</u>	<u>9.6%</u>	<u>4.8%</u>	<u>6.3%</u>	<u>2.7%</u>	<u>4.6%</u>	<u>6.0%</u>	<u>6.3%</u>	<u>3.1%</u>	<u>4.0%</u>	<u>9.6%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.

Data for most recent month is final (07/01/2019) version from TOPS.